



messing about in BOATS

Twice a Month!

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messing about in BOATS

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PUBLISHER & EDITOR: BOB HICKS

OUR GUARANTEE: IF AT ANY
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FUND YOU THE UNFULFILLED POR-
TION OF YOUR SUBSCRIPTION
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Our Next Issue...

Will have a half dozen pages
on more interesting designs, new
like Fred Shell's "Great Blue He-
ron", old like the radical 1900 An-
drade schooner, slotted rudders,
etc. A couple of "first outings of
the new year" reports get us back
on the water; some comprehensive
kayak paddling safety tips; reasons
for buying mini-kayaks; a story on
getting into the canoe building
business; a parapalegic tackling
sliding seat rowing; hand carved
ship models as folk art. Another
typical issue.

On the Cover...

"Rub-a-dub-dub, three men in
a tub." The slowest boat in the
Snow Row was this little 12 footer,
two men at the oars and a third to
bail it out all the way around the
3.5 mile course. Full story on the
annual rowing outing in this issue.

Commentary

**BOB
HICKS**

Right about now (early March
as I write this) all the new sched-
ules of organized events in which
to mess around in boats turn up
here, and very, very prominent
amongst these are the canoeing op-
portunities. People who enjoy can-
oeing have long been organized
into clubs, regional and local, and
it is the club that troubles to put
together an organized event. Spring
is also the time for those
who do whitewater canoeing with
all the winter snow melt runoff to
give them a good ride.

Canoeing events are often
very tightly organized affairs with
entry controlled, in those requir-
ing it for safety reasons, to per-
sons who have passed some sort of
qualifications test or other. Happi-
ly there are also others in which
the new guy can go out and paddle
with his peers.

This business of being "quali-
fied" is one not commonplace in
boating. Boating, even operating
large powercraft or sailing vessels,
is not tightly regulated in terms of
required operator qualifications.
You do not need to get a "license"
to go boating. Only if you decide
to go into business carrying people
for hire must you be licensed. So
boating is something of a refuge
from our society's self preservation
procedures requiring everyone to
obtain some sort of official docu-
ment that gives permission to in-
dulge in an activity.

This lack of control has creat-
ed problems in crowded boating
areas with high speed powerboats
being operated unsafely by people
who have no real idea of what they
are doing. Anyone can go motor-
boating at speed, eight year olds,
80 year olds, with no training
whatsoever. What saves the day is
usually individual self-preservation,
not taking chances that are
viewed as life threatening. So, we
have today growing public official
insistence on getting a handle on
this by somehow licensing all boat
operators. They mean powerboats,
but sometimes the bureaucrats and
legislators fail to discern that
there are non-motorized boat people
out there on the water, and
catch-all proposals for regulation
can sweep them up too. Right now
Delaware has just such an all-en-
compassing program in the works.

Today a growing number of
rowers and kayakers can be caught
in this net, but canoeists are far
and away the most numerous poten-
tial victims. I use that term be-
cause licensing regulations are al-
ways predicated on operation of mo-

torized boats, and people who write
them have little comprehension of
what a paddler does. In fact, can-
oes and kayaks are viewed by our
would-be protectors as dangerously
tippy little boats inherently unsta-
ble and not for the novice. It cer-
tainly is true that paddling a kay-
ak or canoe requires a better sense
of balance and of physical control
than does driving around in an
outboard, but the idea of being re-
quired to pass some sort of "test"
before one can go paddling is just
not a welcome one. A bicycle, op-
erated on highways amongst automo-
tive traffic, is a similarly unregu-
lated vehicle requiring a much
more direct physical control by its
operator. Imagine anyone suggest-
ing the licensing of bicycle opera-
tors.

There are obviously pros and
cons here. I'm a *laisse faire* sort of
guy who dislikes the big brother
overview from society which tries
to tell me I need its instruction,
direction and regulation, not only
for my own safety and well being,
but for the protection of others
from my actions. I can accept this
in relation to motor vehicles, on
land or water, for ignorant behav-
iour can hurt others. But it's hard
to envision my actions in my kayak
threatening another boater. This
view is countered by those who
would regulate us by with an argu-
ment that says if I hurt myself I
am a burden on society as I am not
then a "productive" citizen
(working hard at producing more
consumer stuff) and I may even
cost society for my rescue and sub-
sequent medical care.

Beware this approach, it's in-
sidious in its anthill approach to
our interrelationships. The good of
society as a whole often is served
at the expense of personal freedom.
Where to draw the line?

Back to canoeing. Here the in-
terest group as a whole has a na-
tional organization which practices
self-regulation by providing safety
programs, courses, instructors, and
by requiring standards of compe-
tence from those wishing to take
part in certain activities. This
serves to fend off the safety
freaks, giving, as it does, an ap-
pearance of responsibility. Sea
kayaks have now been taken under
the ACA wing, where river kayaks
have long rested securely. I don't
know yet of any rowing security
blanket of this type from the U.S.
Rowing Association, they seem still
totally wrapped up in the exotic
outer fringe of rowing, competitive
racing in shells.

★ MESSING ABOUT IN BOATS ★



WALKING NADIA HOME

The jib filled and we started down the Annisquam River with the tide. Nice breeze. Good company. A pleasant afternoon on Cape Ann. A hint of clouds building to the west, but no second thoughts were given to them. NADIA, a gaff-rigged day sailer sloop, heeled nicely as we swung the course as necessary around the moored boats off the yacht club.

Many would have preferred to use a motor in a congested harbor. Peter has a long shaft Seagull outboard in his workshop with a new gas tank, ready to go. Installing this on the lovely stern of the classic Kingston Lobster Boat with its "tumble-home" never seemed right. Peter is a stickler for design and somehow this would detract too much from the fantail. Sooooo...sailing about in harbors, picking up moorings under sail and sometimes resorting to the lengthy sweeps, are the established rules.

Personally I like a "kicker" now and then. But I could appreciate Peter's reluctance to put a motor support on NADIA's fine frame.

I don't know why my mind got on this subject with so much to see and appreciate on our downstream sail. Clearing the Annisquam, we headed for Crane's Beach and waved to friends. Plum Island came next and then we headed back easterly with rapidly building clouds over our shoulders. Nice breeze. Great time. The afternoon wore on and it was time to head back into the river. Since the tide was still ebbing, we decided to approach the river from the west side thinking we

could clear the bar with the centerboard raised, thus making a short cut to the river proper. This would have been possible with another six inches of water. As it was, we had to go around the bar.

Progress up river into the wind was slow. We seemed to do fine on a starboard tack, but lost ground gained on the port tack. This reminded me of trying to climb a hill on skis without doing the herring-bone. Little or no progress. The clouds were now taking on a threatening appearance. Big and Black. My thoughts drifted once again to where they were a few hours earlier. A motor mount (with motor) would somehow now appeal to me. Then, again, my sense of design may not be properly in tune.

Okay, all out. Peter and I each took a bow line and began to walk NADIA up river in hip deep water with Ray steering. The effort was exhausting and we took turns hauling and steering. Now I knew what those Volga Boatmen must have experienced.

People on the beach must have wondered about our labored pulling. After all, other boats seemed to be making good time mid-channel scurrying to their moorings under power in anticipation of the impending squall. We plodded on. At times the boat person used the sweeps to help our forward progress. Now and then we had to maneuver around boats close to the beach where their occupants were concluding picnics and preparing to beat the rain home.

Oh, oh, a shift in wind direction. No doubt the rain would now descend. We crawled aboard and found the new direction favorable for a broad reach across the harbor to our mooring. Arriving there, we had lowered sail and began to make things secure when the rain came down in buckets. We were safely at our mooring, happy and soaked.

Again, I thought about that motor back home. You know, Peter is right. A motor mount would spoil that lovely curved stern. Maybe I'm more design conscious while resting at a snug mooring than I am when fighting ebbing tides and contrary winds.

Article & Illustration by Carl Erickson

ON DISPLAY



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Maine Maritime Museum

The Maine Maritime Museum's winter series of lectures and workshops is drawing to a close now. Those remaining are the following.

Lectures are held in the lecture room of Morse High School, 826 High St. in Bath from 7-9:30 p.m. with a non-member fee of \$2 charged. The remaining workshops will take place at the Apprenticeship at the Percy & Small Shipyard facility at 279 Washington St. in Bath at hours noted for each, at fees also individually noted. Here is the calendar:

APRIL 13: Lecture, "Portrait of a Ship, the BENJAMIN F. PACKARD" by Paul Morris, one of the last full rigged downeasters.

APRIL 13-14: Workshop, "Ultralight Boatbuilding" by Platt Monfort, building geodesic small craft, 7-10 p.m. both days, \$35 prior registration.

Information and registration from Maine Maritime Museum, 963 Washington St., Bath, ME 04530, (207) 442-7401.

MARITIME HISTORY SYMPOSIUM

Maine Maritime Museum has scheduled its 16th Annual Maritime History Symposium for May 6, 7, 8. For details write to Patricia Conn, Maine Maritime Museum, 963 Washington St., Bath, ME 04530, or call her at (207) 443-1316.



NOANK WOODEN BOAT ASSOCIATION

NOANK WOODEN BOAT SEMINARS

The Noank Wooden Boat Association has several monthly seminars scheduled this spring:

APRIL 8. "Engine Selection & Maintenance" with Capt. Jack Kurur, licensed marine engineer.

MAY 13. "Sailshaping for Performance" with Todd Berman of Halsey Sails.

All seminars are at the Noank (CT) Firehouse, 7 to 9 p.m. Free to members, cost to non-members is \$6 per seminar, applicable to membership dues if joining that evening. Call Holt Vibber at (203) 442-7376 for further details.

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HAPPENINGS



On The Beam

Chesapeake Bay Maritime Museum
Volume XXIV Number 1
Winter, 1992

CHESAPEAKE MARITIME MUSEUM ACTIVITIES

Several programs this spring at the Chesapeake Bay Maritime Museum in St. Michaels, Maryland, deserve notice. The Museum opens full time for the season on April 3rd, daily hours 10 a.m. to 5 p.m.

APRIL 9-MAY 7. Beginning sailing courses for adults, four hour morning or afternoon sessions, class limit ten. A one hour lecture is followed by three hours on the water in a 12' plywood sloop. Course CES-400 costs \$75 for non-members (\$60 for members). Register with Chesapeake College of Continuing Education, (301) 822-5400.

APRIL 9 - MAY 8. Wooden boatbuilding on five consecutive weekends learning to build a traditional Chesapeake Bay skiff. Course CES-215 costs \$240 for non-members (\$225 for members). Register as above.

A special fund of \$1,850 is being raised to enable the Museum to purchase a collection of artifacts relating to the 1952 dedication of the Chesapeake Bay Bridge. This collection will become part of a planned exhibit on the evolution of mechanical propulsion on the Bay. Contact Richard Dodds or John Valiant at (301) 745-2916 if you'd like to contribute.

Traditional Wooden Boat Show

TRADITIONAL WOODEN BOAT SHOW

The North Carolina Maritime Museum in Beaufort, NC, has scheduled its Traditional Wooden Boat Show for May 7th and 8th this year. Interested readers should contact the Museum at 315 Front St., Beaufort, NC 28516, (919) 728-7317 for further details on entering a boat or attending to view the boats that gather for the occasion.

The Museum is open in winter months so if you're by chance travelling south you might want to drop in, weekdays 9 a.m. to 5 p.m., Saturdays 10 a.m. to 5 p.m., Sundays 2 p.m. to 5 p.m. Exhibits on historic maritime communities, a watercraft (small boats) center and shop, ship model building, and North Carolina Indian culture are featured.

L.L.Bean Public Clinic Program

L.L. BEAN PROGRAMS

L.L. Bean of Freeport, ME, has a number of public clinics for small boat people scheduled this spring.

APRIL 3. Introductory Sea Kayak Rescue Lessons at the Brunswick, ME, Naval Air Station, 7-9 p.m. \$30 fee.

APRIL 8. Canoe & Kayak Adventuring with the Nantahala Outdoor Center at the Casco St. Freeport, ME, Bean facility, 7:30-9 p.m. No charge.

APRIL 9-10. Basic Canoe Rescue Workshop at the Nantahala Outdoor Center. \$60 fee.

APRIL 17. Basic Kayak Rolling Lessons at the Brunswick, ME, Naval Air Station, 7-9 p.m. \$30 fee.

APRIL 22. Canoeing in Style, Inn to Inn in Vermont, at the Casco St. Freeport, ME, Bean facility, 7:30-9 p.m. No charge.

APRIL 24. Introductory Sea Kayak Rescue Lessons at the Brunswick, ME, Naval Air Station, 7-9 p.m. \$30 fee.

MAY 1. Basic Kayak Rolling Lessons at the Brunswick, ME, Naval Air Station, 7:9 p.m. \$30 fee.

Registration and information from L.L. Bean Public Clinics, (800) 341-4341, Ext. 7800.

CAPE ANN ROWING CLUB

CAPE ANN ROWING

The Cape Ann Rowing Club of Gloucester, MA, opens its on-the-water season in April with two local outings.

APRIL 16. Spring tune-up at town landing in Pirates' Cove. Nancy Lubas, (617) 281-5353.

APRIL 30. Midnight Ramble during full moon in Gloucester harbor, from St. Peter's Dock. Terry Rubin, (617) 281-0618.

Club events are restricted to members and guests, for membership information, contact the Cape Ann Rowing Club, P.O. Box 1715, Gloucester, MA 01930, (617) 546-9607.



SMALL BOAT SHOW COMING

Yes, once again in May the Newport Yachting Center will host the North American Small Boat Show in Newport, RI. The dates are Friday May 20th through Sunday May 22nd. Exhibitor kits from the Show at P.O. Box 549, Newport, RI 02840, (401) 846-1600.

the American Canoeist

ACA CANOE INSTRUCTOR WORKSHOPS
The American Canoe Association has sanctioned a series of canoe instructor workshops at several locations within our area of coverage.

APRIL 7-10. Open Canoe Instructor Workshop, Gary Point, 7 Hemlock Dr., Barrington, RI 02806, (401) 246-1356.

APRIL 8-10 & 22-24. Open Canoe Instructor Certification Workshop (two weekends required), Outdoor Center of N.E., 8 Pleasant St. Millers, Falls, MA 01349, (413) 659-3926.

APRIL 16-17. Open Canoe Instructor Certification, Bruce Penrod, Box 93, RD 1, Summerhill, PA 15958, (814) 487-4164.

APRIL 28-MAY 1. Special Open Canoe Certification Workshop open only to A-B ranked NSWC racers, Outdoor Center of N.E.

APRIL 28-MAY 1. Kayak Certification Workshop, Outdoor Center of N.E.

APRIL 30-MAY 1. Open Canoe Instructor Certification Workshop, Bruce Penrod.

Further information from above noted addresses or the ACA, P.O. Box 1190, Newington, VA 22122-1190.

ACA SANCTIONED CANOEING EVENTS

Major canoe races and events scheduled in April with ACA sanction are the following:

APRIL 1-3. Nescopeck Training Camp, Hazelton, PA. Dave Jackson, (215) 933-0614.

APRIL 2. Eastern Connecticut Wildwater Poling Clinic, Natchaug River, Chaplin, CT. Nelson Walker, (203) 429-8711.

APRIL 9. Poling Cruise, Shepaug River, Washington Depot, CT. Ed Migliorisi, (203) 879-4515.

APRIL 9-10. Nescopeck Slalom, Hazelton, PA. Dave Jackson, (215) 933-0614.

APRIL 15-16. Tarriffville '88, N.E. Div. Slalom Championship, Tarriffville, CT. Dave Sinish, (203) 658-4442.

APRIL 16. NH Poling Clinic, Ashuelot River, Swanzey, NH. Steve Stepenuck, (603) 352-7540.

APRIL 16. KENDUSKEAG STREAM CANOE RACE, Bangor, ME. Thomas Civiello, (207) 947-0341 X333.

APRIL 16-17. Whitewater Weekend, Whitewater & Slalom, York, PA. Nancy Putt, (717) 432-2647.

APRIL 23. AT Div. Poling Championship, South Branch Raritan River, Lockwood Gorge, NJ. Harry Rock, (201) 233-2700.

APRIL 23-24. Bloody Run Canoe Classic, Everett, PA. D. Daniel Whetstone, (814) 652-5519.

APRIL 24. Loyalsock Slalom, Forksville, PA. PSOC Chairman, 4 Intramural Bldg., University Park, PA 16802.



'89 WORLD'S SAVAGE RIVER USA

'89 WORLD WHITEWATER CHAMPIONSHIPS

It's a way off yet but the International Canoe Federation White-water Worlds will come to the Savage River in Maryland in June of 1989, the first ever for this event in the U.S. The organizers have already geared up for the event and the State of Maryland is providing major support. Of interest right now to anyone who enjoys white-water racing as participant or spectator is a video tape available from the ACA, an edited paddler's eye view of the descent of the Savage River over the course that will be used in 1989. Savage River Video is available for \$35 in VHS or BETA from Paul Grabow, 5614 Massachusetts Ave., Bethesda, MD 20816.

The Blade



SEBGO CANOE CLUB PADDLING

The Sebago Canoe Club of Brooklyn, NY, has the following outings for paddlers scheduled in April:

APRIL 9-10. ACA & ARC whitewater course, probably on the Delaware River. Basic canoeing skills and swimming ability required. Shirl Holt, (718) 446-7581; Francine Michel, (212) 796-3226; Jim McLoone, (201) 387-0226; Marilyn Sutherland, (215) 453-9084.

APRIL 14, 16, 17, 23. Canoe course at clubhouse in Brooklyn, NY. Dick Schneider, (718) 331-8577.

APRIL 16-17. Whitewater river trip on the Delaware and Lehigh Rivers. Chuck & Marilyn Sutherland, (215) 453-9084.

APRIL 23. Canoe and kayak trip on the Maryland eastern shore, on Pokomoke River or tidal areas around Wye Island and the Wye River. Bob Pace, 251 Teaneck Rd., Ridgefield Park, NJ 07660.

Information on joining the Sebago Canoe Club is available from Hank Niman at (718) 375-2618, or write Sebago Canoe Club, Paerdegat Basin, Foot of Ave. 'N', Brooklyn, NY 11236.

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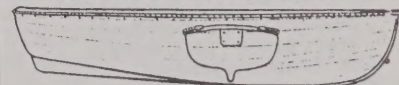
Traditional Canoe Enthusiasts...

Join the **Wooden Canoe Heritage Association**, a non-profit membership association devoted to preserving, studying, building, restoring and using wooden, wood & canvas and birchbark canoes. Membership includes our quarterly journal, **Wooden Canoe**, annual Assembly notification, and access to hard-to-find books and supplies.

Write to us at:

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c/o Edward Cumming
38 Indian Meadow Dr.
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THE BRAS D'OR TENDER



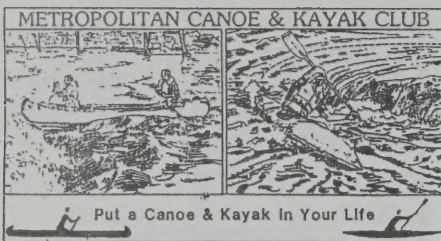
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MCKC PADDLING

The Metropolitan Canoe & Kayak Club of Brooklyn, NY, has the following outings for paddlers scheduled in April:

APRIL 2-3. Nescopeck Weekend, PA, II-III. Larry Stone, (516) 482-2752.

APRIL 9. Sea Kayaking. Eric Klein, (718) 783-2306.

APRIL 9-10. Catawissa Creek, PA, I. Chris Nielsen, (201) 876-3454.

APRIL 9-10. Westfield River, MA, II-III. Kirk Van Tassel, (212) 749-6784.

APRIL 16-17. Lehigh Weekend, PA, II-III. Mike Dorsky, (516) 593-4952.

APRIL 17. Sea Kayaking. Eric Klein, (718) 783-2306.

APRIL 23-24. River Rescue Seminar, Barryville, NY. Dick Rhodes, (215) 641-1747.

APRIL 23-24. Farmington Weekend, CT, I-II-III. Kirk Van Tassel, (212) 749-6784.

APRIL 23-25. Pine Barrens, NJ, BW. Leon Recht, (212) 734-6786.

APRIL 30. Pine Creek, PA, I-II. Phil Esty, (201) 735-7971.

Information on joining the MCKC is available from MCKC, Box 021868, Brooklyn, NY 112022-0040.

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DOWN WITH BILL & FRAN SUNNIN'...

Lance Gunderson left Kittery Point, Maine, last fall headed south in his 18' sloop. Now he's there.

"RUM TUM TUGGER and I are down here in Key Largo with Bill and Fran (of Key Largo Shoal Water Cruises) sunning and snorkeling and schoal water cruising. Daily sailing has become such a routine with me it's hard now to stop and rest a while. Tomorrow (Feb. 25) I'm off for Marathon, Big Pine Key and Key West, then I'll come about and begin the 2,000+ mile return trip to Maine. I look forward to it, believe it or not. My 18' center-board home is cramped, damp, crowded and aging, but she's what I've got, and with luck she'll bring me back. The ICW is beautiful between Norfolk, Virginia, and Stuart, Florida. Best to avoid the Gold Coast."

THE PADDLER

RHODE ISLAND CANOE CRUISING

The Rhode Island Canoe Association has two flatwater canoe cruises scheduled for April.

APRIL 16. Great Swamp Wildlife Management Area from Taylor's Landing to Biscuit City. Preregistration is required at \$2 for insurance coverage. Contact Gary Point at (401) 246-1356.

APRIL 24. Quinebaug River. No leader at press time (March 5th). Call Charlie Allsworth at (401) 647-2293 for current situation.

WOOD RIVER CLEANUP

April 2nd is the date for an RICA cleanup project on the Wood River. The Wood and Pawcatuck Rivers form the cleanest and most scenic river system in Rhode Island and compare pretty well with other New England rivers. There may not be as many miles of unspoiled woodland or as much rustic New England village, as you might find on more remote rivers hours away, but it's all right in Rhode Island.

The section of the Wood River running from Rt. 165 to Wyoming, only seven miles, is the most popular stretch of river in the state. It has just about anything a paddler could want. Quiet meandering woodland stream, a chance to do some wishful riverside home shopping, even a short stretch of easy Class I riffles (easily portaged if desired). This section needs some caring for. Trees are blown into the river, spring floods undercut bankings which fall in, loose brush plugs up a section. It has to be cleaned out. April 2nd is the date for our cleanup effort, and help is needed. Call Gary at (401) 246-1356 or Manny at (401) 539-7248.

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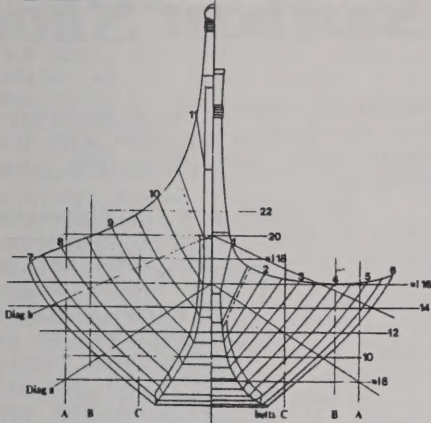
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SHIPSERVICES

This is the name of Paul Lipke's special trade in messing about in boats. Paul's done a variety of things in the field; written a book on a survey of wooden boatbuilding across the U.S., directed the boat-building shop at the now defunct Museum of Transportation in Boston; directed the ship services at

Plimoth Plantation, including maintenance of the MAYFLOWER II; chronicled historical ship and boat subjects, such as the Royal Ship of Cheops in Egypt.

Well, Paul offers a couple of slide show lectures, one on the Royal Ship of Cheops, the other on the recently built and tested Greek Trireme. I've seen the latter and it's a good program for any boat nut. He also will organize a day-and-a-half instructional workshop for prospective boat buyers who don't wish to learn the hard way what they might be getting into. "Buying a Boat Without Losing your Shirt, Your Spouse, or Your Life" is the sort of lengthy title of this program. Paul's done it for the Massachusetts Maritime Academy in 1987 and will repeat it there in '88, as well as at Wooden Boat magazine.

Paul's another one-man shop like me with a special niche he's found in messing about in boats. You can reach him at Shipperservices, 4A Winslow St., Plymouth, MA 02360, (617) 747-0104.



Merrimack River Watershed Council

LIVES OF A RIVER

If you boat on the Merrimack River in New Hampshire or Massachusetts, you might want to visit a new exhibit on that river's history currently open to the public at no charge at the Addison Gallery of

BOYD'S BOATS

If you're interested in mahogany runabouts, you ought to have a look at the list of boats Boyd Mefferd has available at his place in Canton, CT. Boyd lists over 50 classic motorboats, runabouts and utilities, from major project material to completely finished restorations. He'll send you his listing if you ask, Boyd's Boats, P.O. Box 9, Canton, CT 06019. If you're looking for something specific, give him a call weekdays 8 a.m. to 6 p.m. at (203) 693-4811.

American Art on the campus of Phillips Academy in Andover, MA. Paintings, drawings, photos, maps, town views, postcards and artifacts comprise the display, going back to early in the 17th century. The exhibit runs until June 12th, open Tuesday-Saturday, 10 a.m. to 5 p.m. and Sunday, 2:30 to 5 p.m. Further information from the Merrimack River Watershed Council at (617) 363-5777 or (603) 224-8322.



THE PEAPOD OF THE "1800's"! CLASSIC CHARM

She can be rowed, sailed and cartopped. Prices start at \$950. For more information, contact master shipwright, Peter Sylvia:

HILINER MARINE CORPORATION
P.O. Box P-73, So. Dartmouth,
MA 02748 (617) 992-1807



MYSTIC SEAPORT MUSEUM

MYSTIC SEAPORT BOAT LIVERY

Yes, indeed, now you'll be able to try out some of the boats that sit so invitingly in the water at Mystic Seaport. A new livery program begins on May 1st in which selected traditional small rowing and sailing craft will be available for public use. There'll be a fee ranging from \$4 to \$10 an hour for boat use. Persons who can demonstrate rowing or sailing ability to the satisfaction of staff attendants will receive livery cards. Those needing training may join boat handling classes which will be available in order to qualify them for livery cards. The boats will operate from near Lighthouse Point at the Museum. Information will be available at the entrance gates.

NEW ENGLAND & HUDSON RIVER CRUISES

The Clipper Cruising Line found out I like riding in boats and sent me an elegant brochure inviting me to go along on one of three scheduled 14 day luxury cruises of the New England coast and the Hudson River Valley in either their YORKTOWN CLIPPER or NANTUCKET CLIPPER luxury megayachts. These aren't "LOVE BOAT" scale, in fact there's a cozy 50 couple limit. They say I'll find the others to be "discerning people who enjoy similar interests." The price runs from \$2,690 to \$3,890 all in, and if you're further from Boston than I am, they'll fly you in 1st class free to Boston. Dates are June 4th, 11th and 18th (NANTUCKET CLIPPER makes the 1st and 3rd trips). If you'd like my spot (I can't make it) the brochure advises you to contact your professional travel agent.

ON DISPLAY



ALDEN OCEAN SHELLS.

All types and colors, parts and accessories.

FREE LESSONS

Schoenbrod Racing Shells.

"The Sieger!" (26½x14")

THE SMALL BOAT SHOP

at Rex Marine Center
144 Water St, South Norwalk, CT 06854
203-854-5223

Looking Around at the Boston Sailboat Show

I haven't been in to the Boston winter boat shows because they're wall to wall consumer boats with attendant salesmen, hustle and blare. Maybe there have been interesting boats lost in the chrome, metalflake and graphics, but I didn't enjoy being turned off to boats. This year, though, something called the Boston Sailboat Show was scheduled into the World Trade Center (formerly the old Commonwealth Pier) and I noted amongst the exhibitors people and boats that I know and am interested in. So I dropped in early in the afternoon before the 5 p.m. show opening time on opening day and looked around.

There were three boat shows in Boston in February. Three. A big market. First came the Boston Motorboat Show at World Trade Center. Then the Sailboat Show. Then the Boston Boat Show at the Bayside Exposition Center (it's nowhere near any bay). The last one is the

big one, and smaller operators have not been able to get display space in the always sold out show. So this split show at World Trade earlier gave them the opening they hoped to reach the Boston market through. And it gave me the incentive to look around, with much of the pizzazz of the powerboat show absent.

Well, it was a sailboat show, but there were also canoes, rowboats, kayaks, recreational shells, inflatables and an assortment of nautical gear on hand. The sailboat trade just didn't snap up all the available space. The bigger sailboats are propped up on stands and one gets to look into them by climbing broad carpeted stairways to be greeted by the blazered salesmen and women. I didn't have the right kind of shoes on so I passed these up. Walking around them at ground level one is reminded of inspecting a new home before the foundation has been

backfilled, looking up at underbodies. But here at my level were the small boats, and some very nice ones too.

I'd never seen the Whitehalls built by Harry Sylvester of Albion, Maine, although his small ads in classified pages of boating magazines have run for years. Harry is a very interesting guy, way up in rural Maine building very classy fiberglass Whitehalls in several sizes, with lots of wood trim and wood spars. "Queen" of his fleet was a 22 footer. This is one BIG Whitehall! Harry says he'd read where 22' was the biggest Whitehall ever built, so he decided to add this size to his 10', 12' and 16' line. It was set up to be sailed, or rowed by a team if desired, or camped out on overnight. The price was around \$11,000 as I recall. Sylvester left Maine years ago to pursue a career, then one day he used an old wooden Whitehall as a plug to build a friend a fiberglass rowboat. He went home to Maine about ten years ago to do more of them as a business. A good story he tells is about a customer from Anchorage, Alaska, who arranged for Harry to deliver his Whitehall personally from Albion, Maine, to Anchorage, Alaska, by sending Harry the money for the boat, a four-wheel drive pickup with a cap, and for all travel expenses involved. Harry and his wife drove this equipe to British Columbia and took the ferry from there to Anchorage. Then they enjoyed a two week vacation at the customer's waterfront camp. There are rewards in small boat building. Harry operates as B&S Corporation, Bessey Ridge Rd., Albion, ME 04910, (207) 437-9245.

Roger Crawford and Pete Sylvia shared a display, Roger with his stock fiberglass Swampscott dory, Peter with his peapod, "Classic Charm" and a new Whitehall he's just set up to build. Roger's show boat was all dollied up with teak trim on customer order, and Roger's flexibility in tailoring his plump Swampscotts to customer preferences has kept the production run going, he's over 150 now. But Roger wanted to only talk about a sneakbox he'd recently restored for a client, and from it pulled a mold for possible production in fiberglass. After 150 Swampscotts, he's obviously excited over something new. Peter wasn't on hand during my visit, but his Whitehall should be as attractive a proposition as his peapod has been in a low cost



Top, the world's largest Whitehall. Bottom, Roger Crawford talks about that sneakbox (not on show).

fiberglass replica of a traditional rowing/sailing boat. Roger Crawford is at P.O. Box 430, Humarock, MA 02047, (617) 837-3666. Peter operates as Hi Liner Marine, P.O. Box P-73, S. Dartmouth, MA 02748, (617) 992-1807.

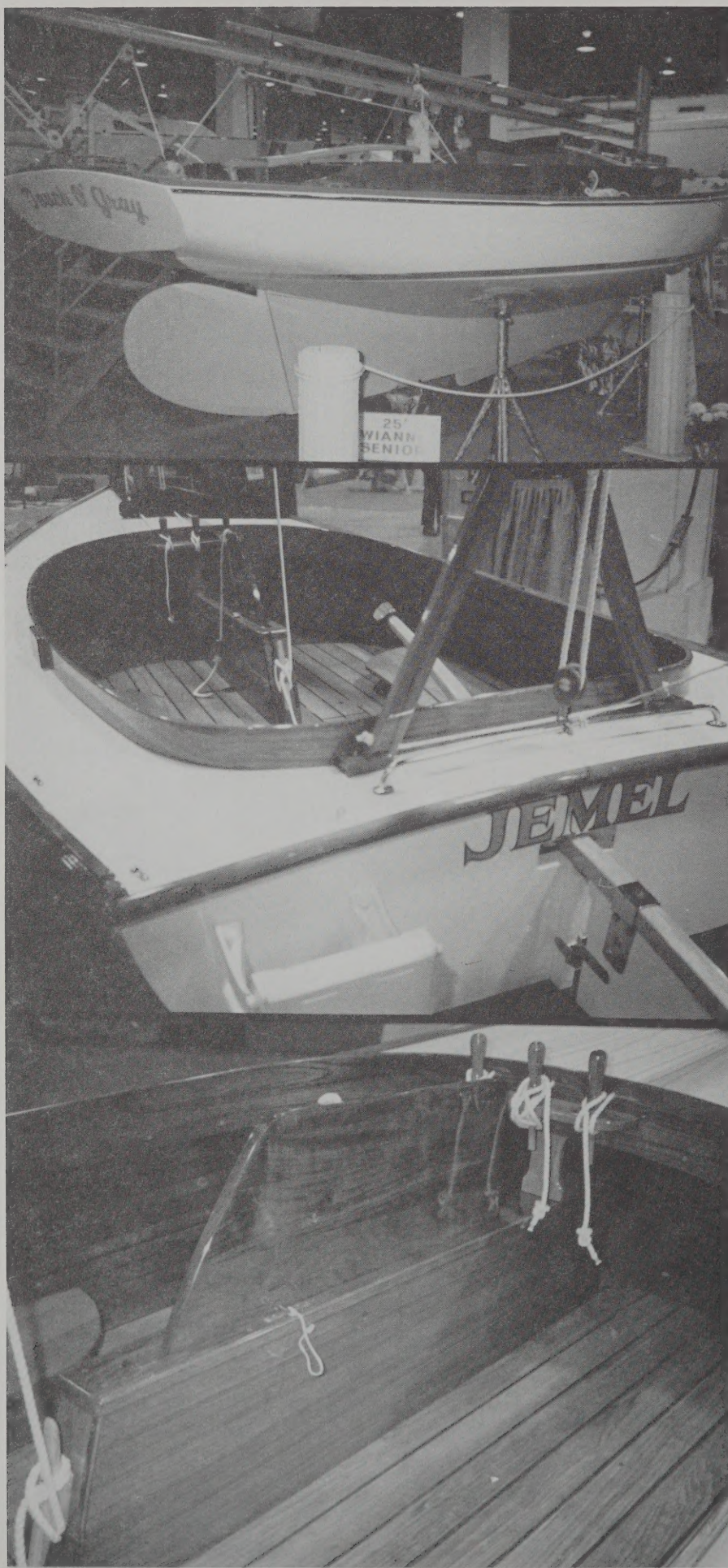
John Menger's 17' catboat was a particularly appealing fiberglass cruiser, Menger characterizes it in his brochure as "probably the most civilized pocket cruiser you'll ever find." It's very roomy as a catboat can be, with nice accommodations below for two, a big cockpit, and an easily raised mast in a tabernacle. The spar is aluminum weighing only about 45 pounds, but it's nicely painted up in catboat buff, not left metallically bare. Menger starts off around \$13,600 or so for the basic boat, but the show model with diesel inboard and extras was up around \$23,000. That includes the trailer. Here's a cruising sailboat of considerable size you can keep at home, setting up the catboat rig at a ramp is short work, and one man can do it if necessary. Looking for unavailable moorings and at \$50 a foot slips, the \$23,000 looks better and better over a ten year relationship. Menger's built over 30 of these very nice boats so he's on the right track. See more details in our August 1, 1987 issue, or ask for his brochure. Menger Enterprises is at P.O. Box 141, Babylon, NY 11702, (516) 587-4930.

Just across the aisle from Menger, a fiberglass version of the Herreshoff Buzzards Bay 14 was displayed by R&M Marine Products of Buzzards Bay, MA. Despite the name suggestive of a firm making marine gear, they do indeed build this latest in the fiberglass pursuit of the classic Herreshoff designs. A number of different Herreshoff designs have turned up in fiberglass from several sources since the plastic came in, Cape Cod Shipbuilding of Wareham, MA, being an early pioneer in the replicating. The folks from R&M seemed enthused over their major move into building, but they also were exhibiting one of those British collapsible dinghies, a more modest scale of merchandising. Interested prospects are invited to inspect the M&R boat by appointment, contact them at P.O. Box 1630, Buzzards Bay, MA 02532, (617) 888-8706.

Another fiberglass replica of a classic was the 25' WIANNO SENIOR knockabout from the Crosby Yacht Yard of Osterville on Cape Cod. Here is one gorgeous shallow draft keel/centerboard gaff rigged sloop.



From the top: Peter Sylvia's new Whitehall. The very nice Menger Cat, neat logo and interior decor. R&M Marine's Herreshoff Buzzards Bay 14 in fiberglass.



This was a popular one design class on the Cape, a boat originally designed by H. Manley Crosby (no Crosby family is involved today in this firm). According to the sign posted at the show, the "Fiberglass Design Transition" was by Sparkman & Stevens. The fiberglass version on show was very well done, detailing, where fiberglass boats sometimes don't quite measure up, was first class. No price tag was hung on it anywhere and I didn't get to talk to a salesman. It looks expensive. Crosby Yacht Yard, Osterville, MA 02655.

The "other Crosbys" in Osterville, across the bridge, apparently have now sold out, for a big display under the aegis of Oyster Harbors Marine featured Crosby designed boats. A "newsletter" available announced a party last November introducing the new owners. My favorite amongst their offerings was the fiberglass FAST CAT, a 14' catboat harking back to LITTLE EVA, built in 1850 by Worthington and Horace Crosby. The current version was the work of Eddie Crosby prior to his untimely death several years ago. Now it's available in fiberglass, and the complete interior finish in wood, plus wooden trim and spars, rudder, keel deadwood, etc. leave just the exterior of the hull as exposed fiberglass, and it looks no different than a good carvel planked wooden hull. So here's an aesthetically pleasing fiberglass hulled daysailer for one who still loves wood. Even though this is a centerboarder, it carries 390 pounds of lead ballast. Oyster Harbore Marine, Inc. is at Oyster Harbors Bridge, Off Bridge St., Osterville, MA 02655, (617) 428-2017.

Not quite so elegant as a Wianno Senior, but more practical for family sailing/weekending, the Nimble 20 displayed by Bill Graham offers quite a lot of room below in an attractive shallow draft sharpie style yawl. Like the Menger Cat, this boat lives on a trailer, is easily launched and rigged, yet in 20 feet has plenty of living space for a small family for weekending or even vacation cruises. To get the space, the builders have made her rather boxy and high-sided, with a big cabin house to boot. Graham, who has operated in Ipswich, MA, as Rowing Sport, selling Alden shells and related sliding seat rowing gear, has a big Hunter sloop he now views as too big and unmanageable in terms of ownership. He fell in love with the Nimble and set himself up as a dealer, with

From the top: The elegant Wianno Senior in fiberglass. No plastic shows inside the Crosby Fast Cat.

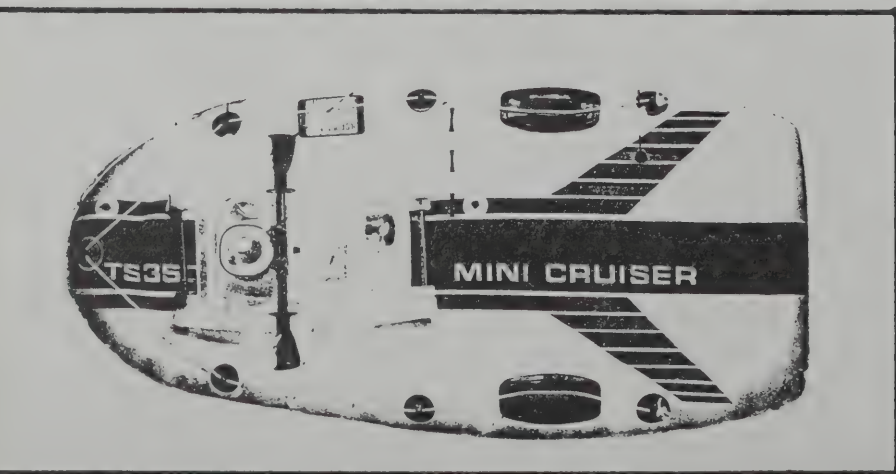
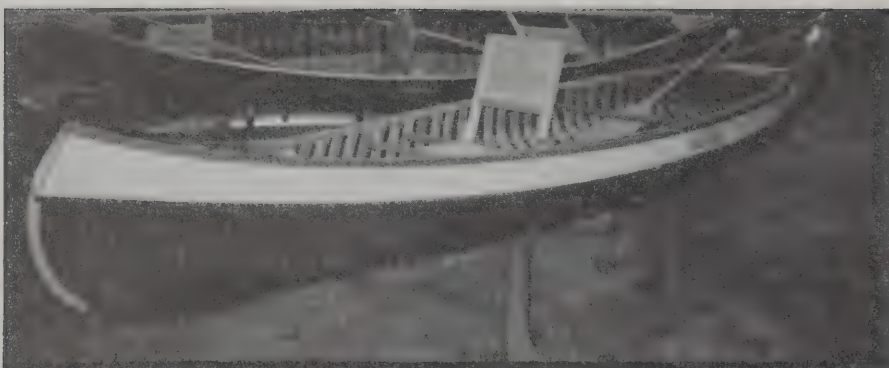
three of the line to be on display at his new location in Gloucester sometime in April. Every time I sit below in one of these compact cabin sailboats, I am reminded of how nice the raised deck design is for seating comfort below. The Nimble, and the Menger too, have those cabin houses which give good headroom amidships, but have side deck overhangs that prevent you from sitting back against the bolsters that rest against the hull, unless you sprawl way down in a semi-collapsed pose. I always recall how comfortable the seating was in the Edey & Duff Stone Horse with its raised deck, even though it had less total room below.

Well, Bill also had the Alden shells alongside the Nimble, and here was Doug Martin himself to talk to the folks. I asked Doug about his salesman role, and he offered that "they thought I needed to do some of this". Doug used to do the boatshop at Strawberry Banke, but was persuaded back into the family firm to help deal with its success in marketing Alden shells. He also offers his own unique oars, called "Pointoars" due to the triangular shape of the blades. Right now Bill Graham is still at his Ipswich address if you'd like to know more about the Nimble 20, Box 17, Ipswich, MA 01938, (617) 356-3623.

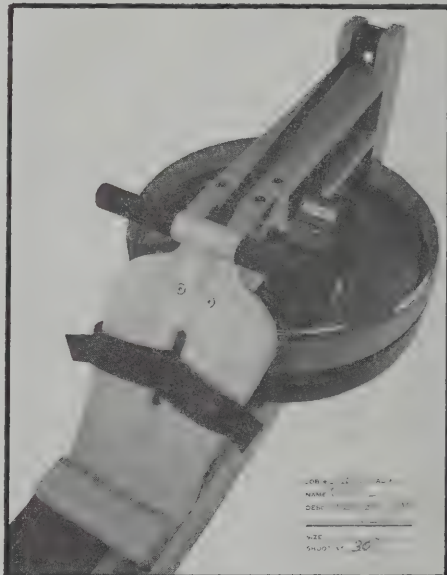
Some other rowing displays were on hand, the Boston rowing shell was exhibited, the Harbor Rowing Club of Boston was cooperating in a booth with Small Craft of Baltic, CT. And for the indoor oarsman, who finds using one of those rowing machines attractive, the Water Rower could be test rowed. Here's the rowing machine for the wooden boat man, it's main frame, sliding seat and footrests are varnished hardwood, very attractive in comparison to the laboratory look of some other rowing machines I've seen. And, no spinning bicycle wheel affair either, but instead a compact horizontally mounted lexan tank within which an impeller spins through water. Hence, "Water Rower". The pitch here is that by pulling against water, you more nearly duplicate the actual experience of pulling on sweeps in a sliding seat rig. By varying the water level in the tank (which can then be sealed tight) you can adjust the degree of resistance you wish to create. The usual computer tells you how you're doing. I understand you now can get videotapes to go along with rowing machines, set up the boob

From the top: Bill Graham extolling the charms of the Nimble 20. Doug Martin (left) extolling the charms of the Alden shell. Rick Gonci (right) extolling the charms of the Harbor Rowing Club.





tube in front of your rowing machine and go for a row, no messy weather, wind, outdoor hardships. But if this is your thing, ask about Water Rower, 116 Chestnut St., Providence, RI 02903, (401) 861-9191.

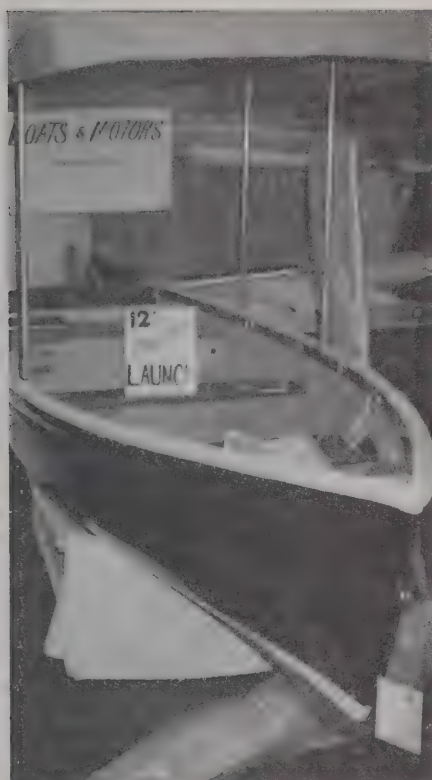


For paddlers, there were even canoes displayed. South Bridge Boathouse of Concord, MA, had a big rack of plastic canoes, but the centerpiece was an Old Town wood/canvas model in beautiful green and white and varnish. Nothing like seeing the real thing right next to the plastic to realize how much nicer it is, even if not so practical for a throw-away society of consumers. The old Town wood/canvas canoes are built to order these days, and seven models from the 15' Trapper to the 20' Guide range from \$1,995 to \$2,395 suggested retail. The man at South Bridge offers about 10% off on these prices. South Bridge Boat House Inc., Rt. 62, Main St., Concord, MA 01742, (617) 369-9438.

Not to worry, Old Town, but Winnepesaukee Canoe also had a very nice wood/canvas canoe to offer. John Fiske lives in Needham, MA, and builds his canoes one at a time to order, his 17' beauty sells for around \$1,400. John's detail workmanship was excellent, the lay of the planking against the ribs where the ends curve tighter was a better fit than on the old Town. John admits that his overall "glossiness" of finish was not yet up to the Old Town, but I didn't notice it was inferior. And what's a Winnepesaukee Canoe Co. doing in Needham, MA? John spent summers at Lake Winnepesaukee, and chose his company name on that basis.

From the top: Old Town's elegant wood/canvas canoe. John Fiske and his elegant Winnepesaukee wood/canvas canoe. David Niewolski talks canvas. A "new kind of sport boat".

He's at 58 Linden St., Needham, MA 02192 if you'd like to know more.



There were, of course, outboard motor displays and thus outboard "motorboats" in this sailboat show, mostly dinghies and inflatables. The one "power" boat of more interesting concept was Fred Hurley's electric launch. Fred fitted out one of Mo Russo's 12' fiberglass tenders with a canopy and an electric outboard, and presto, "electric launch". It was sort of a neat low budget idea. Fred and his wife Mary operate Boats & Motors in Winthrop, MA. Before giving up on a dozen years as an independent trucker, Fred got involved with wooden boats, designing himself a sharpie and having it built, and bringing in wooden dinghies for resale to locals from his backyard, operating as Fred's Boat Show. Now he's in a full fledged marine supply shop in Winthrop, even making up bait for fishermen, outboard servicing and sales, all sorts of the everyday marine service/sales things. But this is definitely a mom and pop (and the kids) business, Fred's a genial accommodating guy with lots of enthusiasm and interest in all kinds of small boats. When you pick up a brochure that's a cut-and-paste of various product ads, yet has a traditional schooner illustration on its cover, you know you're looking at something just a bit different in marine supply. Fred's at 260 Revere St., Winthrop, MA 02152, (617) 846-7509.

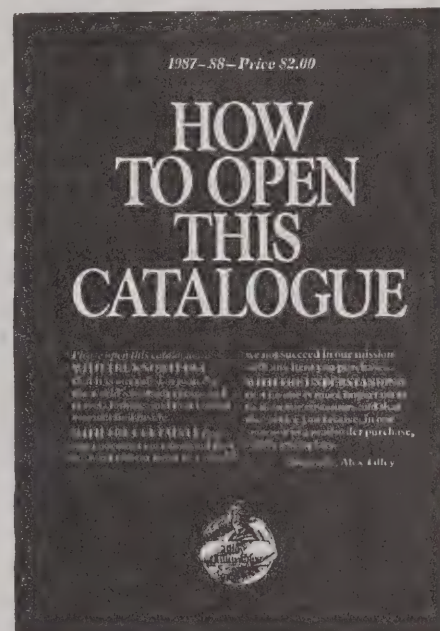
Well, there was one other motorboat I could not resist, but from the viewpoint of my fascination

with bizarre ideas. The Mini Cruiser is "a new kind of sport boat for a new kind of sport" according to its colorful brochure. A bikini-clad young woman is shown bellied down on a PVC plastic inflatable, resembling those sold in department stores, clutching handlebars, with her trailing legs frothing up quite a wake. Under the handlebars, inside a waterproof case stuck into a hole in the middle of the inflatable, is a 5hp outboard. Down in one corner of the brochure a bright yellow flag is emblazoned in red, "SPEED". That's it folks. "You can drive on the water at speeds of 20kmh (12mph) without a driver's license," it goes on. It'll cost you \$795. If you'd really like to know more, contact Edmark Personal Products Division, 105 Water St., Wakefield, MA 01880, (617) 245-7825 X105.

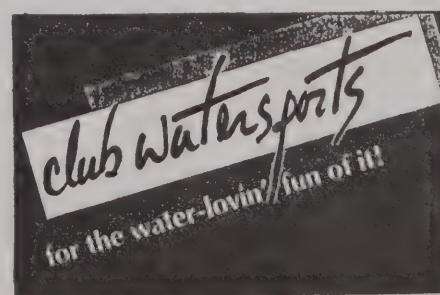
A couple of useful suppliers were noted by this do-it-myself reporter. David Niewolski operates the Fabric Works in Watertown, MA, where he does all sorts of canvas work, dodgers, tops, cushions. But he also sells the supplies, including cotton canvas duck in wide widths for recovering canoes. Since I'm going to recover my third Old Town Lake Rowboat this spring, I found David's offerings most helpful. He's got everything you'd need to do your own canvas work, or will do it for you, custom, if that's your preference. The Fabric Works, 32 Mt. Auburn St., Watertown, MA 02172, (617) 926-4353. And, the National Foam & Rubber Co. does cushions too, but they also will sell you the foam pads for doing your own, along with fabric and vinyl covering materials. They offer advice on proper choices for your needs in their simple printed info sheet. National Foam & Rubber Co., Inc., 49 Melcher St., Boston, MA 02210, (617) 542-7982.

Also presented as very practical, but less ballyhooed as also very pricey, the Tilley Endurables display had a big rack of their "not quite yet famous" boating hats, along with boating shorts, and out in front, for no apparent reason other than perhaps shock value, their \$900 "bomber jacket", World War II nostalgia updated. The catalog is a super glossy, and it's entitled, "How to Open This Catalog". Honest. They go on to tell you their mission in life is making the world's best adventure and travel clothing. The young salesman told me they were a cut above the Banana Republic in this field. Well, if you buy one of their \$40 (more or less) Tilley Hats, you get a four-page owner's manual with it. Again, honest. "Much Ado About Something" it is subtitled. Tilley compares the hat to a Rolls Royce and assumes you plan lifetime ownership. They've got some really nice stuff if you've got the cash.

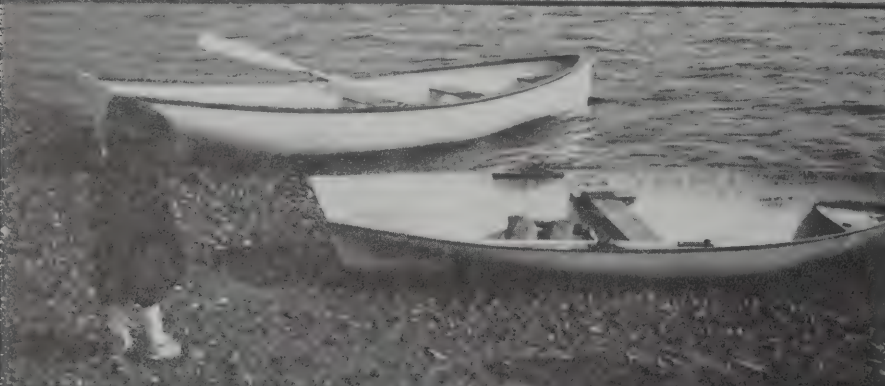
Alex Tilley supports various adventurers with some of the profits, right now he's underwriting that Valerie and Verlen Krueger canoe trip from the Arctic to the Antarctic (they've now reached Venezuela, incidentally). Tilley Endurables, Inc., 900 Don Mills Rd., Don Mills, Ontario, Canada M3C 1V8, (416) 441-6141.



Finally, I stopped by a booth to talk with a very pleasant young woman about Club Watersports. Here, when I finally run out of my perverse notions about doing my own thing, is "membership boating". At a half-dozen locations on Cape Cod, from May 15th to October 15th, I can, as a member, merely show up and go sailing in a variety of craft from windsurfers to a Catalina Capri. It develops that this easy access is really a rental deal, the boats are available for rent to the public. But, as a "Master Member", I get a 40% discount off the rates. And, if I pony up a one-time "origination fee" of \$150 and annual membership dues of \$975, I then, as a "Captain Member" get free use of the boats. Even then a guaranteed reservation requires 48 hours notice, walk in is on a first come, first served basis. A small caveat must be noted, since the Club closes up daily at 5 pm, you have to have your boat back to where you got it by then. No camper cruising folks.



Snow Row



Seventeen boats hit the water off the beach at Windmill Point in Hull, Massachusetts on February 27th for the annual Hull Snow Row race. Conditions were ideal, an 8 knot easterly blowing off the beach hardly disturbed the waters on the 3.5 mile course in Hull Bay, temperature was just above the freezing mark.

Just about all the boats were of traditional type this year, only two Alden shells, one racing shell, one kayak, no currach. Where'd everyone go?

Organizer Ed McCabe had arranged a series of match races between team groups of students aiming for the Atlantic Challenge, and a match up between the Gloucester women and the Boston women crews, to supplement the main event. These were shorter out and back sprints over to the Coast Guard base along the beach, and ended up using the two creaky, battered old plywood bateaus that Hull has. *LIBERTE'*, the 38' French gig was there, but her sister, *EGALITE'* failed to come down from Boston. Late in the morning some fast oar making was going on at the boatshop, plywood slabs nailed to roughly hewn spruce shafts, to fill out two full bateau complements. Crude as they were, the oars did the job.

The top high school crew was from Charlestown, they beat the Hull High School crew by inches. Other school crews entered from Timilty Middle School in Roxbury, North Cambridge Catholic and both boys and girls crews from Swampscott. To Charlestown went the "O'Day Trophy". The Boston women edged out the Gloucester Sirens in something of a upset. Now we'll see some real competition this year between women crews.

Some confusion occurred because the original mailer announced the race at 12 noon, so people were there early, some, like Bill Gribbel all the way from Rockport, Maine, coming a long way. Consternation arose when McCabe announced the

From the top: A high school crew launches one of the bateaus. Ron Wallace "building" his Klepper before the race. A study in Whitehalls, Mel Ross' B&S at left, Jim Thayer's personal "Urbanna Rocket" at right. The race to the boats as the main event gets underway.

race would be at 2:30 so he could run the series of match races off first. Mutiny developed and the group of participants agreed amongst themselves to hold their own race at 1 p.m. McCabe graciously bowed to this decision and interrupted the string of match races to accommodate the oarsmen. But, a couple of recreational shell folks from the Boston Harbor Rowing Club had gotten verbal notice of the 2:30 start from Ed earlier and so they turned up about 1:30 only to find the race was over.

Oh, well First boat home in the race was the Concord Yacht two-man sliding seat Concord Pilot rowed by Frank Mainville and Andy Parks. The Aldens soon followed them in. Then came the best race of the event as Gus Hedden in his lapstrake double ender successfully fended off the two man Piscataqua Wherry of Jon Aborn, after a race-long contest.

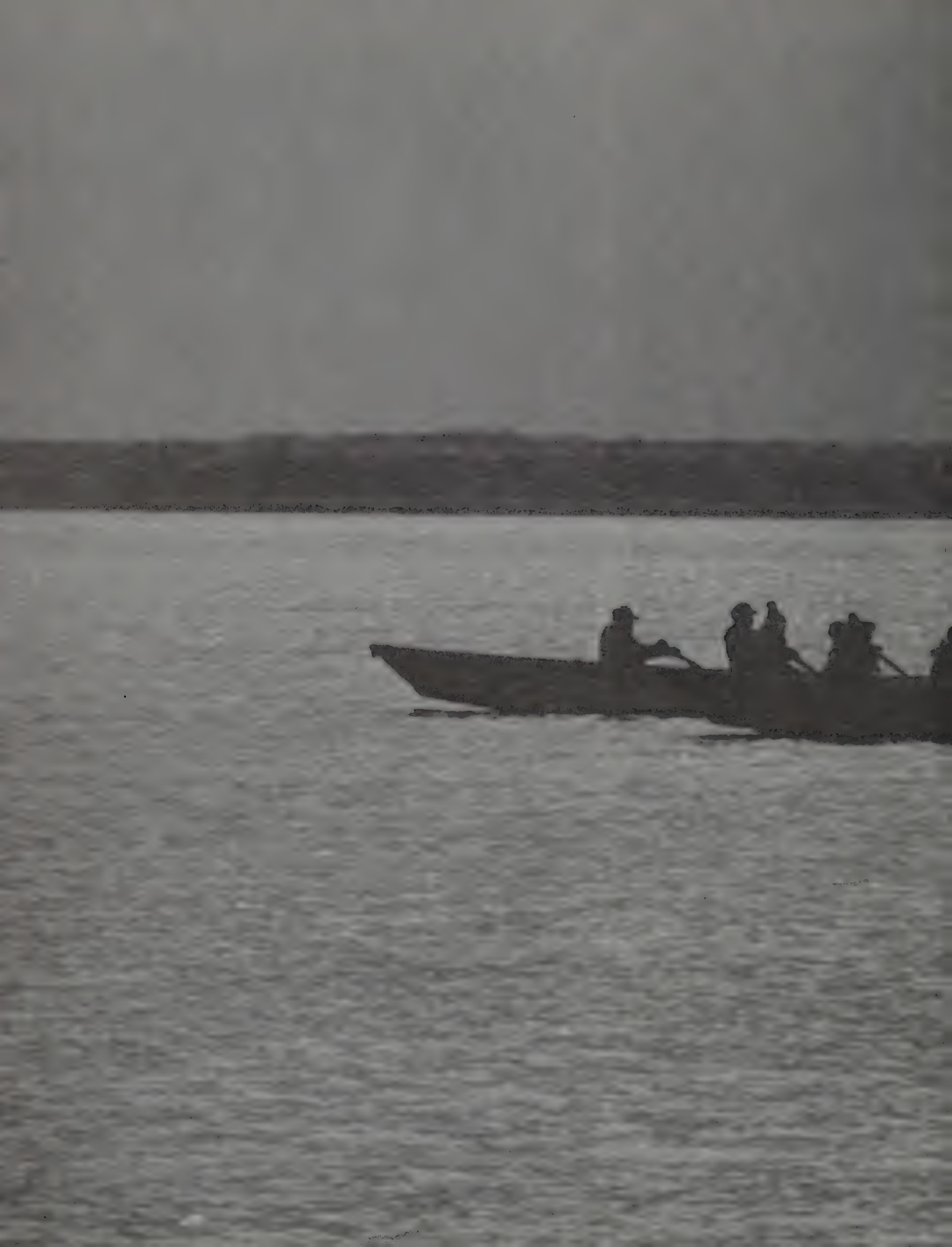
Frank and Andy took the Steve Casey Award for fastest boat. Gus Hedden topped the livery boats. David Kane was top Alden and first single. Ron and Shirley Wallace were only kayak. No times, it seems the "results" blew out to sea.

Not figuring in the results was the banks dory, CITY OF BATH II, once owned by Mike "Strats" Stratton. Strats lost his two year battle with a brain tumor last November, cutting short a most productive life of leading dyslexic youngsters out of their wilderness through application of assiduous "can-do" outdoor activities. Now Richard Mitchell of Kittery, Maine, owns the CITY OF BATH II, as Strats had wanted him to have it. Richard was Strats' first youngster to complete his Bounders program at the Carroll School in Lincoln, Massachusetts, and returned to help Strats with subsequent groups. "We thought the boat ought to be here today," was Richard's explanation for making an appearance. "It's been real nice that people recognize the boat," he concluded.

From the top: Andy Parks and Frank Mainville home first in the Pilot double sliding seat gig. Gus Hedden's ashore just ahead of closest competitor, Jon Aborn's Piscataqua wherry. The CITY OF BATH II, "Strats" Stratton's dory, appeared with new owner Richard Mitchell. "Now that that race is over, Dad..."

Centerfold overleaf: A high school crew match gets away in the bateaus.







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Mystic Triumphant



The Mystic Seaport rowing team we pictured training on the icy Mystic River in the February 15th issue centerspread flew off to Australia for their match race with the Australians in early February and returned two weeks later bearing the Captain Mills Cup for their victory. It was not at all a sure thing despite the Seaport's rigorous training program of daily early morning mid-winter sessions at the oars, for the Australian crew was made up of generally brawnier men of the local Surf Lifesaving Club. This size advantage was offset by the Mystic crew's ability to maneuver the 28' whaleboat around the buoys on the 2 kilometer figure 8 course, but also led to the two women members of the Mystic crew sitting out the races as alternates.

This match up developed last fall when Mystic Seaport received an invitation to send down a crew to race in whaleboats built at the Flagstaff Hill Maritime Museum in Warrnambool, southern Australia. The two boats were built to Mystic plans so the Mystic crew were at no disadvantage due to unfamiliari-

ty with the boats. The Seaport originally came up with 45 applicants from the staff to try out. During the winter this group trained daily every morning, six days a week, with a 2.5 mile run at 7 a.m. followed by an hour of hard rowing on the Mystic. The group thinned down to two crews with a final choice of seven to make the trip. Some who had already opted out on the trip stayed on to fill out crews for two whaleboats, five oarsmen and a steersman each.

Mystic didn't stint on prep work. Bob Gillette, crew coach at Connecticut College, came over for the daily workouts, adjusting his coaching to reflect the difference between his usual hi-tech rowing shells propelled with six pound carbon fiber oars to 28 foot, half-ton cedar planked whaleboats propelled by 18 foot 30 pound oars. Gillette was quoted in a news report as saying about this, "It's all just physics." He also was not overly impressed with the crews' technical skills but allowed as how the right spirit of determination was there.

There was a lot of speculation about just how serious the Aussies would be, for the races would be features at the Warrnambool Wunta Festival, an annual mid-summer week-long blow out for the old whaling port. It was known that the Australian crew would not be staff members of the Flagstaff Museum, and the ultimate confrontation with a crew of big muscular surfboat oarsmen was not unanticipated. Hence the serious training at Mystic.

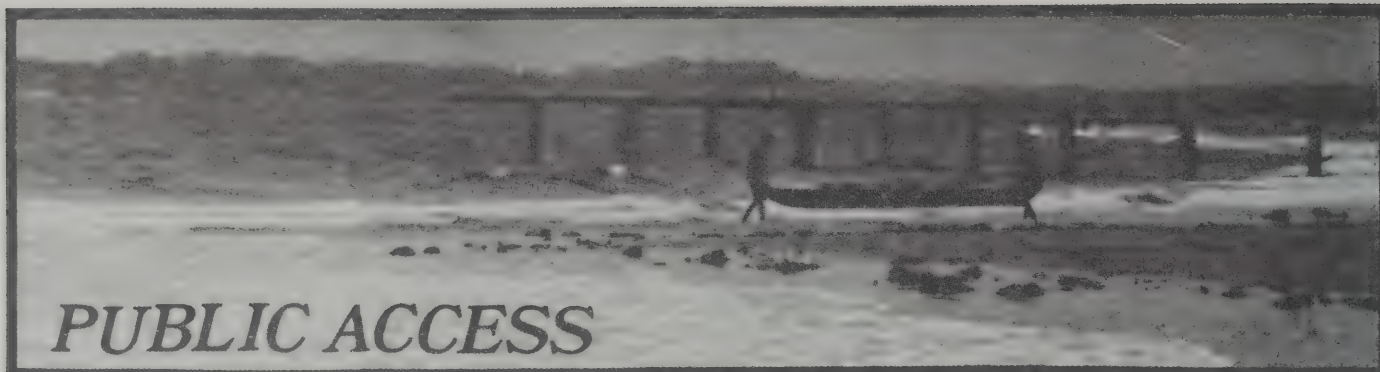
About \$50,000 was raised by the Australian organizers to build their boats and fly over and accommodate the Mystic crew. It was all worth it to them, apparently, as about 4,000 spectators lined the Hopkins River to watch the contest. The first of the 2 kilometer (about a mile and a quarter) figure eight races went to Mystic in 12 minutes, 13 seconds. An hour later in race two, the Aussies topped the Mystic crew in 12 minutes, 20 seconds. After a pick-up snack and group consciousness raising session (pep talk?), the Mystic crew went out in the third race and did the number in 11 minutes, 53 seconds. All those practice sessions turning the unwieldy 28 footers paid off around the buoys, offsetting the greater muscle power of the Aussies.

The Australians indicated they hope this sort of thing can develop into an annual affair with the Captain Mills Cup at stake. This remains to be seen as yet, right now the Cup is at Mystic and the following are the people who brought it home:

Richard Ballantyne, Chief of Security; Mary Bercaw, Researcher, Education Dept.; Bill Cochran, Shipyard; Peter Fix, Education; Jennifer Johnson, Education; Jeff Pearson, Shipyard; Karl Robinson, Shipyard; Dean Seder, Rigger, Shipyard.

With our summer coming up, will the raised awareness of the rewards of team rowing at Mystic result in their fielding any whaleboats at area rowing events? And how about something like this figure 8 contest as part of the June Small Craft Weekend? What say you, Mystic Seaport?





PUBLIC ACCESS

SPEEDING ON THE CONNECTICUT

Members of the Connecticut River Oar & Paddle Club indulge in quiet recreation on the lower Connecticut River where it empties into Long Island Sound. So do hundreds of power boat folks and the actions of some of the latter are rendering the former's access to enjoying the river precarious. Sure, they can get onto the river from several sites, but can they stay on it faced with high speed

boat traffic and resultant wakes? A bit like pedalling one's bicycle on the Interstate highway. An accident last fall in which a power boat ran ashore on Calves Island at such high speed that it went 125 feet inland before turning over, seems to have solidified support for some sort of river speed limit. Calves Island is one of the popular stopping spots for the rowers and paddlers. From an article in the "Hartford Courant" we learn about this:

"Most of the 100 Valley Shore residents who attended a hearing on speedboat issues said they believed a proposed 50 mph speed limit on the Connecticut River is far too high. But a state official said he believed the Department of Environmental Protection would not drop the limit below 45 mph. Dennis DeCarli, a DEP deputy commissioner, said the Department would have its own hearings on the speed limit and on the basis of public testimony would establish a limit for the river.

However, he said he doubted whether he'd go much lower than 45 mph as that almost borders on over-regulation. There is NO speed limit on the river now.

The hearing was sponsored by Senator Mark Powers of East Lyme and Representative Sidney Holbrook of Westbrook, who wanted public comment on legislation they plan to introduce to increase the fines for noise violations, at the request of the DEP.

Many attending the Essex hearing asked for much lower limits on the river. Stuart Ingersoll, owner of the Boat Works in Essex, said larger boats are much more dangerous when they are going fast. He viewed a 13' Whaler going 35 mph as no problem, but a 50 footer at that speed would be a weapon and should not be allowed. He suggested a maximum speed of 20mph for boats longer than 20 feet.

Varick Harrison, chairman of the Essex Harbor Commission, said that he supports having a speed limit but that 50 mph far exceeds sensible boating speed. He suggested a maximum speed of 10mph in the vicinity of Essex.

Some residents said it would be difficult to determine an appropriate speed for the river because variously designed boats make differing wakes at the same speeds. Others said they believed the river should be zoned with different speeds for different areas.

DeCarli said it might be possible to post lower speed limits for the weekends so that bass fishermen on their way to the ocean during the week would not have to spend the day just getting to the Sound when few other boats were on the river. He said that on the weekends when this water route to the Sound is as congested as highways, a lower speed limit makes sense. He could almost see 35 mph on weekends.

Most of those who spoke at the hearing on noise limits praised the state's proposal to increase noise violation fines from a \$40 minimum first violation to a \$100 minimum. They requested stronger enforcement of rules that bar powerboats from exceeding the state noise limit of 82 decibels, and called for a crackdown on speeders. They pointed out they realized the state would need more people to enforce the legislation and would need to put a lot more dollars into it.

DeCarli responded that the money is not available and that he did not have the time or staff to put together another budget proposal requesting such funds. He said such a request could come from the Connecticut Marine Trade Association or other boating groups. He further said that money from boat registration fees and fuel taxes goes into the general fund rather than into boating-related uses. The money's coming in but it's not being appropriated correctly, he said."

So, watch it on the water on the lower Connecticut again this coming season if you venture out under paddle, oar, or small sail power. A boat moving legally at 50mph can arrive rather suddenly where you are, and even if it misses you, its wake will rock your boat.

Report from "The Current", newsletter of the Connecticut River Oar & Paddle Club.

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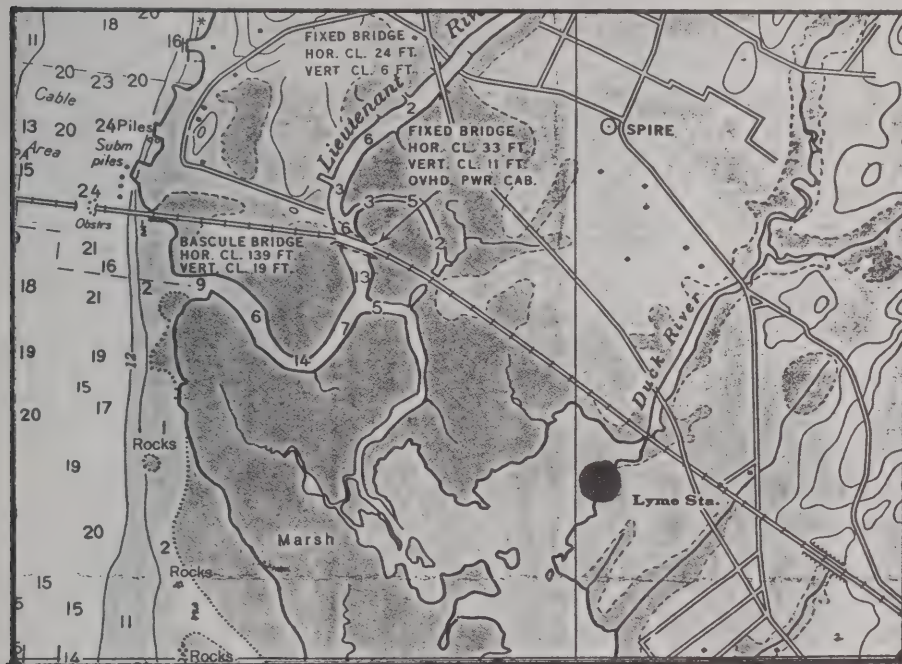
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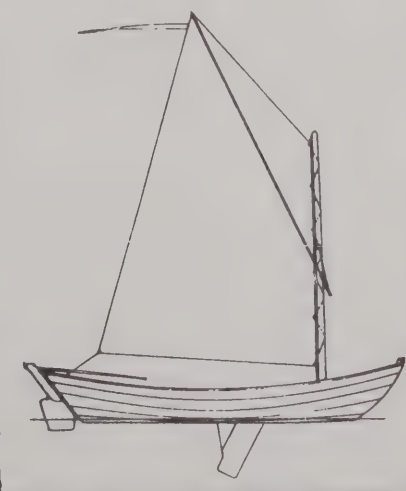
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The Watch Rock nature park in Old Lyme, Connecticut, will offer a simple hand-carry-in launching site for small boats, according to the Connecticut River Oar & Paddle Club. The proposed park consists of a peninsula south of the Duck River which makes up most of the southeast bank of the

"Moonlight Bay" portion of the Great Island/Lieutenant River estuary complex. It is accessible by road just south of the crossing of Rt. 156 and the railroad tracks. Simple launch facilities are planned and so Watch Rock will be a useful and pleasant place for those using human powered boats.



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NYNEX

Boaters Directory

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The 1988 edition of the NYNEX BOATERS DIRECTORY showed up here early in March, and again this is a very handy source of information for boat folks. The "yellow pages" are just that, the usual

listings of businesses, but all marine oriented in the region covered by the edition. The "white pages" are a compilation of all the safety and operating rules and regs, 48 compact chart pages, tide tables, detailed harbor descriptions, Coast Guard bases, etc. My edition is the Massachusetts/Rhode Island one. Last year it was just Massachusetts. Other editions cover New York/Connecticut; New Jersey Shore; Pacific Northwest; Florida Gold Coast/Keys; Northern California; Southern California; Chesapeake Bay.

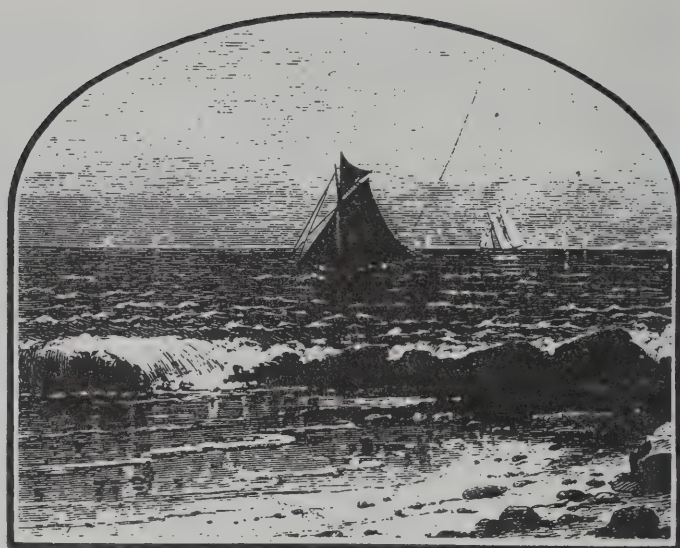
Maybe you've gotten yours already. If not, you can obtain one from the NYNEX Information Resources Co., Att: Delivery Supervisor, 201 Edgewater Dr., Wakefield, MA 01880. Additional Massachusetts/Rhode Island copies are priced at \$3, all the other ones listed are \$7.95 each (as priced in the Massachusetts/Rhode Island edition). Mine arrived unbidden at no cost, perhaps each NYNEX customer in a boating area is so blessed? Inside the shrink wrapped book is a plastic envelope in which to keep the directory on your boat. This is a REAL handy reference book. I don't know how the recipients were selected but am pleased to be one. Thank you, NYNEX.

JACUISS AND BAILEY ISLANDS
MACKEREL COVE
THE MAINE LAW

Shortly after their departure we got under way, and as the sloop began to move, the Professor threw over the dredge. In a few minutes it was full, and we hauled it up, and found among the contents several rare shells, fine specimens of starfishes, and, what was then new to me, a number of sea-onions and sea-cucumbers. These last are living creatures. The sea-onion resembles a large vegetable onion, cut in two longitudinally; and the sea-cucumber, in size, shape, and color, is so similar to its namesake of the land that we were almost tempted to slice it up and try it with vinegar. The length of the sea-cucumber is from four to eight inches, but it possesses the power of extending or contracting its body at will. Its head, when the animal is alarmed, is so concealed as to be almost imperceptible, but, if it be placed in a bucket of sea-water, and left awhile undisturbed, the head will be gradually protruded and expanded, until it assumes the appearance of a beautiful flower, generally of a brilliant rose-color.

As the Pilot and Skipper wished for news from home, we directed our course to Herring Gut, an anchorage between Bailey's Island and Jaquiss, which is much frequented by fishermen, and we could hardly fail to find there some vessel fresh from Swampscott. We anchored about the middle of the afternoon, among a small fleet of schooners, with whose crews our seamen were soon in deep conference about persons and affairs on the North Shore of Massachusetts Bay.

Leaving them to enjoy their gossip on board of a Swampscott schooner, we rowed the dory into a charming little nook on the rocky shore of Jaquiss, and landed to explore the island. It proved to be a perfect gem of the sea. Like many of these islands of Casco Bay, it has long been used as a pasture for sheep, and to protect the flocks from the wind a thick belt of the original forest of evergreens has been left growing all around the shore. These trees, kept sacred from the axe and permitted to grow at their own sweet will, bent only by the storms of ocean, are as wildly picturesque as poet or artist could desire. The sheltered interior was a meadow, interspersed with copses and clumps of oaks and maples, some of them of great size. No house or barn, or sign of human occupancy, broke the solitude of the island, which was not marred even by a fence,



CARTER'S COAST OF NEW ENGLAND

Being an account of a cruise from Provincetown to Bar Harbor in the summer of 1858,

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the encircling sea confining the sheep more securely than a wall. A pond in the centre, fed by springs and garlanded by lilies, gave the animals drink.

From the summit of the island the view was superb, embracing on one side the ocean dotted with sails, and on the other, across the little roadstead where our vessel lay amid its kindred craft, the pleasant groves and fertile fields of Bailey's Island, and beyond, the far-stretching peninsulas of Harpswell and the countless isles of the bay.

The Professor, heedless of the beauties of sky and sea, of woods and rocks, was already inspecting the beaches in search of specimens of natural history. The Assyrian, who was something of a naturalist himself, took the man of science by the hand, and led him to a great mass of rock, sloping down to the water, and thickly covered with seaweed. This place swarmed with crabs, and the Professor, whom much practice had made expert in catching these creatures, soon pulled out of its recesses as many as it was convenient for us to carry. We returned to the sloop, and putting the Professor and his prey on board, we left him to study the crabs at his leisure, and went to Bailey's Island, to which

we were rowed by the Skipper, who had finished his gossip and come aboard in our absence.

Bailey's Island being several miles long, we determined to explore it and visit a store which was said to be at the other end, in order to purchase some things we needed. We therefore, on parting with the Skipper, directed him to take the sloop round to Mackerel Cove, a harbor on that side of the island toward which we proposed to walk, and be ready to take us on board in time for supper.

Our steps were first directed to a respectable looking farmhouse which had been in sight from the sloop, and had attracted our attention by its fine situation on a height near the shore, from which there could not fail to be a noble view. We wanted to see the view, to see also the people, and to get a drink of water, for our supply on the Helen had grown to be somewhat stale, and the day was warm, and our walk on Jaquiss had heated us a little.

The view we found magnificent. The people — all that were at home — consisted of two young ladies, both barefooted. The oldest, a handsome, healthy, frank-looking girl of eighteen or thereabouts, was arrayed in a dress distended by a single hoop, taken probably, as the Artist suggested, from some old barrel. The second damsel, several years younger than her sister, was reading a volume which proved to be Robinson Crusoe, a not inappropriate book for such a situation.

They received us cordially, and the younger girl ran for water to the well, which stood at some distance from the house, and was worked by an old-fashioned sweep. We sat down and had a little chat with the elder girl, whose manners were good, and her language excellent. She had visited the mainland, and had once travelled as far as Boston, but maintained, very justly, that she had seen no place so beautiful as her native island. She seemed fully to appreciate the natural loveliness of her home, and talked with discrimination of all the characteristics of the scenery.

Bidding adieu to these damsels, we walked through a grove of stately pines, and then through cultivated fields on the road toward the store. Shortly after passing the grove we met, at the top of a long hill, a bevy of children coming home from school. We stopped them, and after they had answered some inquiries as to the road, the Assyrian pulled out a quantity of coppers which had been burning his pockets ever since he left Portland, and with impressive gravity distributed them among the urchins.

The effect of this donation was prodigious. Apparently so much money had never before been seen

on Bailey's Island. The barefooted recipients, after one eager and amazed glance at their acquisitions, broke into a run, and as we watched them scudding down the long hill, we could see one after another darting into the lanes which led to their respective homes, each anxious to display his treasures to the admiring eyes of his family.

A pretty long walk brought us to the store, near which was the house of the Principal Inhabitant of the island, a retired sea-captain, renowned for his wealth and magnificence, of whom we had heard much from our female friends at the farmhouse. His abode was surrounded by appletrees, and the Principal Inhabitant himself was standing in front of it. We paid him our respects in passing, and endeavored to enter into conversation, but found it rather difficult. He would not answer a question directly, and spoke with most exasperating slowness. He had, beside, a queer habit of always turning his back to us when he said anything. We tried to circumvent him in this, by dividing our forces and surrounding him; but he was not so easily baffled. He walked to his garden fence, and, getting over, placed his back against it, and thus continued the conversation in his old attitude.

We got little out of him, however, except some opinions about the cultivation of appletrees, and the assurance, given after a slow and careful observation of the sky, that a thunderstorm was coming up, and that it would probably rain within an hour. As our own meteorological observations confirmed this prophecy, we turned our backs on the back of the Principal Inhabitant and proceeded to the store.

It was a square wooden building, painted white on one side, red on another, blue on a third, and yellow on a fourth, and contained a little of everything on the earth or beneath the earth. We made our purchases under the scrutiny of three or four of the islanders, who eyed us in silence, evidently much perplexed to reconcile our red shirts and fish-stained trousers with something in our appearance and speech that was not exactly in keeping with such garb. The Assyrian, whose long walk had made him thirsty, drew the storekeeper aside and asked if he had anything to drink. The answer was a decided negative — nothing of the kind was to be had on the island.

We departed with a sense of the efficiency of the Maine Law, and made the best of our way to Mackerel Cove, where we arrived considerably after sunset. The thunderstorm had begun, and the rain was already falling. We were very tired and hungry, and anxious to get on board the Helen, whose single mast and graceful hull were visible in the middle of



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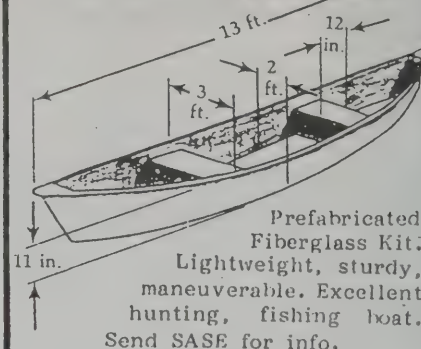
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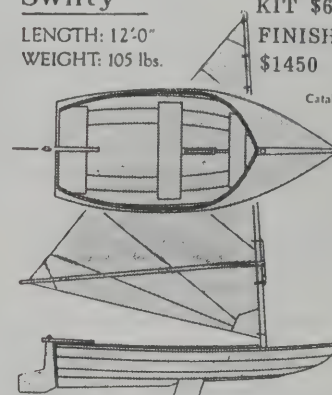
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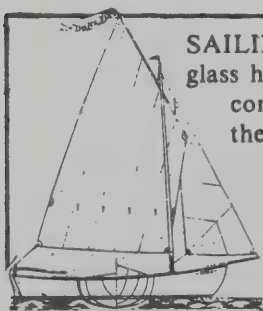
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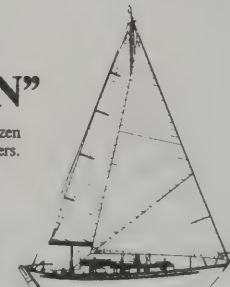
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the harbor. We hailed her, and after shouting for some time we saw the Skipper come on deck. He replied to our hail, but the distance was such that his answer was unintelligible. We could see, however, that the dory was absent from the sloop, and could easily conjecture that the Professor had gone on one of those untimely expeditions to which he was addicted, and had taken the Pilot with him.

Here was a predicament. But there was no help for it. We lighted our cigars, and, tired as we were, paced up and down the beach to keep ourselves warm, for it was raining hard and the air had become chilly. At length, as it was growing dark, we dimly saw at the mouth of the cove the returning boat. It grew dark so fast that we lost sight of her before she gained the sloop, but after the Professor got on board, the Skipper took the place of the Pilot, and, guided by our shouts, came for us.

In explanation of the absence of the boat, he said the Professor had been "scow-banging" — a term new to us. It meant that, as the Helen sailed into the Mackerel Cove, she passed a school of the fish from which the harbor derives its name, and the Professor, who was peculiarly fond of mackerel-fishing, had taken the Pilot and the dory and had gone in pursuit — the chase of mackerel with a boat being called by the fishermen "scow-banging." They had caught plenty, and by the time we got on board, and had changed our wet clothes for dry ones, the Pilot placed on the supper-table a heap of delicious broiled mackerel. We fell to with enthusiasm, but the Assyrian turned with disdain from the mug of tea which the Skipper set before him.

"Skipper," he said, "I am wet to the bones — nothing will dry me but whiskey. Let us have some

The Skipper opened the locker in which the lemons were kept, and, after rummaging for some time, declared that the lemons were all gone. The last had been used in making that pail of punch for our friends of the yacht.

The Assyrian growled a little at this announcement, but at length said: "Well, well, never mind, we must do without lemons. Whiskey and hot water and sugar make a very good drink; let us have the whiskey."

The Skipper slowly produced the jug, and I saw by his face that something was the matter. He said nothing, however, but handed the vessel to the Assyrian, who placed a tumbler before him, and began to turn the jug upside down. Nothing came; it was empty. The Assyrian looked at the Skipper, and the Skipper looked at him. They understood each other without speaking. During our absence ashore, the Skipper had been entertaining some of

his Swampscott friends. His hospitality was pardonable, perhaps commendable, but the consequence at that particular time and place was rather disagreeable.

"Skipper," said the Assyrian, after a time, "what is the nearest large town on our course eastward?"

"Boothbay."

"How far is it?"

"Fifty or sixty miles."

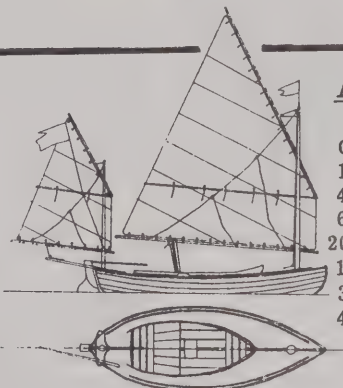
"Can we get lemons there?"

"Certainly."

"And whiskey?"

"Very likely."

"Make sail for Boothbay as soon as it is light tomorrow. And now, Skipper, get out half a dozen bottles of ale, and let us have some clean mugs."



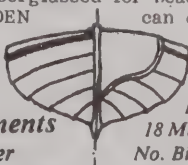
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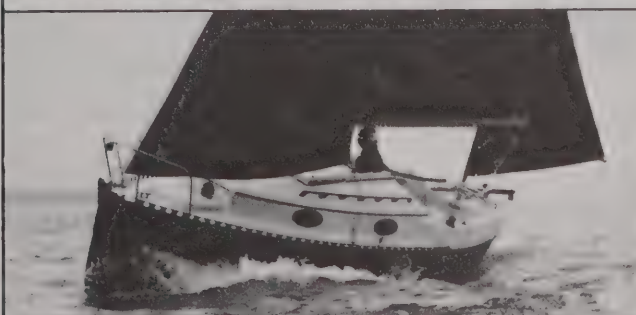
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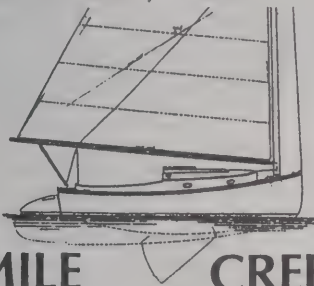
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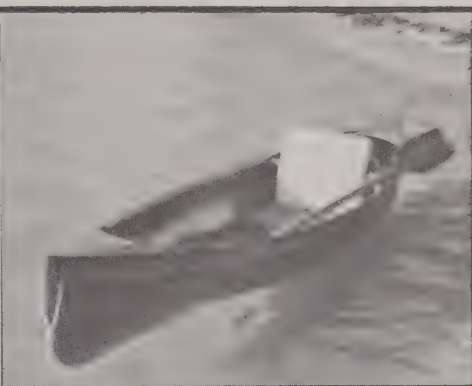
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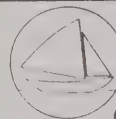
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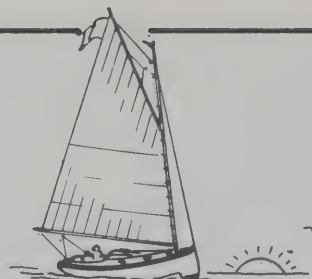


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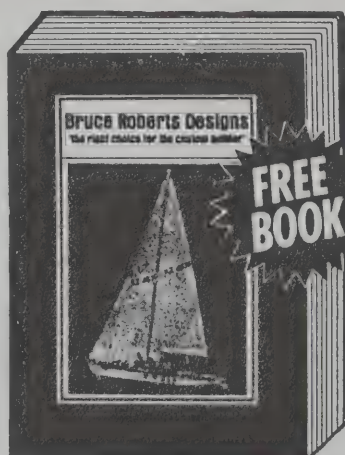
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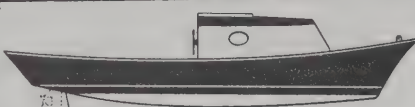
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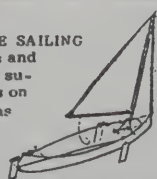
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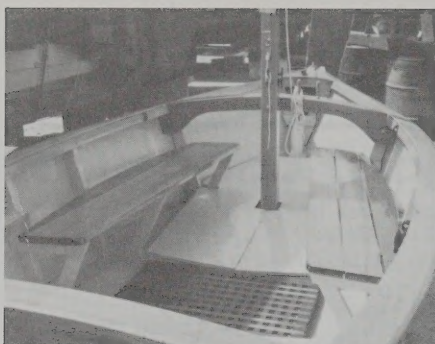
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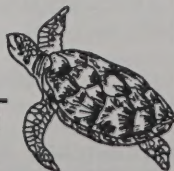
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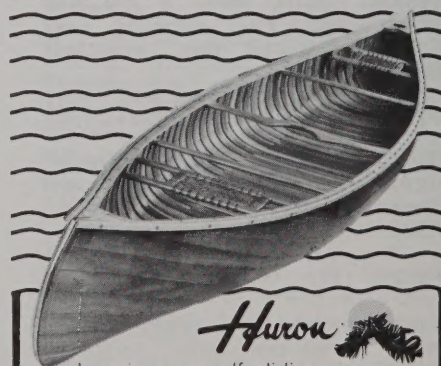
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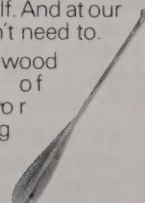



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